# OUR INTERSTATE COMMERCE.

A LANGE OF THE PARTY OF THE PAR

NET EARNINGS OF RAILROADS LAST YEAR \$605,616,795.

The Commission Says Railway Competition is Disappearing and Will Soon Be Confined to Narrow and Unimportant Lim-its—Asks for Power to Check Abuses.

WASHINGTON, Dec. 17.-Reports received by the Interstate Commerce Commission from railways operating 195,385 miles of road, or, approximately, 98 per cent. of the total mileage of the United States, show that the gross railway earnings in the fiscal year ended June 30 last amounted to \$1,711,754,200. This was an average of \$8,761 per mile of line. The operating expenses aggregated \$1,106,137,405, or an average of \$5,661 per mile, leaving net earnings of \$605,616,795, or \$3,100 per mile. The gross earnings of the railways in 1897, the commission says, averaged \$6,122 per mile and the operating expenses \$4,106 per

"The tendency to combine," the report says, "continues to be the most significant feature of railway development. The facts in this regard are matters of common knowledge, and little is gained by the mention of particular instances. It is not open to question that the competition between railroad carriers which formerly prevailed has been largely suppressed, or at least brought to the condition of effective restraint. The progress of consolidation, in one form or another, will at no distant day confine this competition within narrow and unimportant limits, because the control of most railway properties will be merged in a few individuals, whose common interests impel them to act in concert.

While this will insure, as probably nothing else can in equal degree, the observance of published tariffs, and so measurably remove some of the evils which the act was designed to prevent, the resulting situation involves consequences to the public which claim the most serious attention. A law which might have answered the purpose when competition was relied upon to secure reasonable rates is demonstrably inadequate when that competition is displaced by the most far-reaching and powerful combinations. So great a change in conditions calls for corresponding change in the regulating statute. of published tariffs, and so measurably

in conditions calls for corresponding change in the regulating statute.

"In view of the rapid disappearance of railway competition and the maintenance of rates established by combination, attended as they are by substantial advances in the charges on many articles of household necessity, the commission regards this matter as increasingly grave, and desires to emphasize its conviction that the safeguards required for the protection of the public will not be provided until the regulating statute is thoroughly revised."

The commission calls for power to be vested "in court, or commission, or else-

regulating statute is thoroughly revised."

The commission calls for power to be vested "in court, or commission, or elsewhere, which cannot only compel the carriers to maintain the published rate, but which can compel them to publish a fair and reasonable rate."

During the last year thirty-three formal proceedings were instituted against the railroads. This is double the number in the preceding fiscal year. The commission speaks of the gratifying results of the safety appliance act of 1893. The number of persons killed and injured in coupling and uncoupling cars during last year showed a large decrease. The number killed last year was 143 as against 433 in 1898.

who had been trying to bull the market had failed to respond to calls for margins.

Notice was posted on 'Change in which W. W. McCleary & Co. requested all those having open trades with that house to close having open trades with that house to close them out. It became apparent shortly after trading started that the "pool" in December corn which Cleage, a speculator of 8t. Louis, has been managing for several months, looked shaky. The price fell quickly and word soon went out that Cleage and his followers were dumping their corn. From 52% cents at the opening December corn broke to 47% cents, but at that point the selling came to an end and the price worked its way back to 48% cents, finally closing at 47%.

#### CONTROL OF HOCKING VALLEY. Report That Chesapeake and Ohio Will Eventually Get It.

some financial quarters yesterday erious attention was given to a report that eventually the control of the Hocking Valley Railway will be lodged with the Chesapeake and Ohio as representing the oint interests of the Pennsylvania and Vanderbilt systems. No official confirmation Vanderbilt systems. No omeiai confirmation of the report was obtainable. An agreement was recently made public under which the shares of the Hocking Valley Railway Comsnares of the Hocking Valley Railway Com-pany, common and preferred, are to be turned over to J. P. Morgan & Co., with a view to the retirement of the preferred stock and the possible ultimate sale of the common stock, any such sale to be made with the approval of Thomas F. Ryan, Ralph W. Hickex and Robert M. Gallo-way as a committee of the subscribers to the agreement.

#### EXPRESS COMPANIES NEW RULE. Beginning With 1908 They Will Not Call

for Parcels After 7 P. M. It was announced yesterday that all the big express companies of the city will refuse to collect parcels after 7 o'clock in the evening from Jan. 1. on.

companies said that the rule had been decided on because shippers were negligent in preparing packages.

"We have agreed," he added, "that shippers can just as easily prepare goods for collection before 7 o'clock as after that hour. We suspect that in many cases goods to be sent by freight have been given the right of way over express packages so as to save a day or so in transit at our expense.

"Besides this our men deserve some consideration. They have been uselessly overworked by the lax methods of shippers." ompanies said that the rule had been de-

The traffic superintendent of one of the

# Resources of New Jersey Pinancial In-

TRENTON, N. J., Dec. 17.-State Banking and Insurance Commissioner William Bettle forwarded to the Comptroller of the Currency to-day a statement of the condition of the State banks, savings banks and trust companies in New Jersey on Nov. 25. The aggregate resources of the institutions are \$197,252,560, divided as follows: Trust companies, \$108,940,652; savings banks, \$77,147,124, State banks, \$11,194,784. There are 54 trust companies, 27 savings banks and 14 State banks.

### Currency Reform.

Lyman J. Gage and J. Harsen Rhoades will go to Washington to-day to present to President Roosevelt, personally, the recommendation of the Chamber of Commerce on the subject of currency reform. Mr. Gage said last night that the resolution

#### GOSSIP OF WALL STREET.

Yesterday was the seventh anniversa "Venezuelan panic." In the stock market session of Dec. 17, 1806, Atchison fell from 18 to 10%, Reading from 10% to 1. Union Pacific from 9 to 414. Northern Pacific from 5 to 314. Baltimore and Ohio from 56 to 32%. Louisville from 54 to 40, St. Paul from 75 to 60%. Rock Island from 78 to 59, Illinois Central from 99 to 88, Manhattan from 100 Missouri Pacific from 30% to 1914, Norfolk and Western from 6 to 1, General Electric from 32 to 20, Southern Pacific from 231/4 to 18% and Canadian Pacific from \$5% to 50.

several days. He will be in St. Louis to-day and about Saturday he will reach New York. His stay here will be brief. He intends to directly to Chicago. Mr. Gaten's friends say that he is doing nothing in the market and that if he entertains any positive speculative ideas he is keeping them all to

Wasserman & Barnes bid up Chesapeake and Ohio on the story that control of the Hocking Valley would be turned over to it for safe keeping. It looked as though the Evansville and Terre Haute party was interested in the bulling of Chesapeake and Ohio. There is an old bull pool in the stock, according to common report. Oliphant & Henning

An important feature of the trading in United States Steel shares lately has been the buying by houses and brokers that were heavy and persistent sellers throughout the whole of the decline. Apart from the buying presumed to be for short account, there has een, according to competent observers in the Steel crowd, some very strong buying this week of a very different character-"good buying," traders call it. An interest-ing thing yesterday was the appearance of a fairly active borrowing demand for both the common and preferred stocks. It has been supposed for a long time that a large short interest existed, but it has not been reflected before in the loan crowd. The greater activity of the Steel shares these past few weeks has elevated them considerably in trading favor. They now lend themselves readily to professional scalping, and the Steel crowd is a much busier place than it used to be.

Russell Sage money was loaned yesterday at the legal rate for five months' periods. Brokers considered this a favorable sign. For a long while previously no Sage money had been attainable at 6 per cent. for a shorter time than six months.

One of the prominent international houses here received from its London correspond-ent yesterday a private message saying there was no apprehension whatever in Lon-don Stock Exchange circles over the Venezuelan situation. Other London advices were not all as reassuring as this, but it appears that Capel Court has viewed the trouble from the beginning in a more tranquil spirit than has been exhibited in Wall Street.

Houses that used always to be busy when Boston was speculating in Sugar have had nothing to do with the present movement. They say either that Boston's business is being done through new channels or that Boston's part in the current speculation is greatly overestimated. What is true of Sugar in this respect is equally true of Amalgamated Copper. A New York-Boston house, whose trading in Amalgamated Copper during the famous bull campaign amounted in one week to more than half the entire capital stock, has been doing literally nothing in it for months past. Sidney Schuyler bulled Sugar yesterday. Speculative sentiment around the Street is bullish. Traders are wary about selling the stock best traders are mission speaks of the gratifying results of the safety appliance act of 1893. The number of persons killed and injured in coupling and uncoupling cars during last year showed a large decrease. The number killed last year was 143 as against 433 in 1893.

\*\*CORN DEAL GOES TO SMASH.\*\*

December Prices Drop Five and Gne-Quarter Cents—Bally at the Cless.

CENICAGO, Dec. 17.—Another much advertised "corn deal" went to smash on the Board of Trade to-day, and as a direct result the price of December corn, it was said, were sold out in the pit "for the account of whom it may concern," and the supposition was that these who had been trying to bull the mar-less the failed to respond to calle for the safety appliance act of 1893. The failed and injured in the failed care apital the the knowledge, or consent, it is said, of many fellow signers, and the result is the famous bill camping amounted in one week to more than half the entire apital of many fellow signers, and the result is the famous bill camping amounted in one week to entire apital probling in the famous bill to stock hort because they believe the footing supply is low. New york interests are reported to have been buyling it in Boston. The builli

had said a state of war did actually exist caused the market to ease off perceptibly between noon and 1:30 o'clock.

Traders who "missed their market" in the break that was caused in the last ten minutes of Tuesday's session by a false Venezuelan scare were in haste to recover their positions at the opening yesterday. St. Paul opened 1 point up and Missouri Pacific 1¼ points up from their closing prices Tuesday afternoon. These were the stocks that declined most violently in the late trading Tuesday. late trading Tuesday.

In the loan crowd last night there was a fair borrowing demand for United States Steel, Chicago, Great Western and Ontario and Western. There was enough of these to go around, and of all other stocks there was much more than enough.

Inquiry around the Street reveals that many of the old-line commission houses are borrowing less money and carrying fewer stocks than at any previous time in five years. Their open accounts are liberally margined and as a rule inactive. These houses represent the conservative outside public. They report that their clients have taken up and paid for a great many stocks. and in that way are more heavily interested in the market than, perhaps, ever before, but that as traders they have apparently no interest in the tape

A bucket shop having on deposit \$20,000 of customers' money was recently offered for sale in Wall Street. The price wanted for sale in Wall Street. The price wanted was \$10,000. Negotiations were opened, the price was beaten down to \$9,000 and the transaction was on the point of being closed when the prospective purchaser announced that the business would have to be formally transferred to him before he could pay for it. He had no money himself, but calmly proposed to appropriate the \$9,000 from the \$20,000 margin fund. The proprietors the \$20,000 margin fund. The proprietors demurred, but the buyer pointed out that it could make no difference to them where the money came from, since it was he that became responsible for the "sheet." business finally was taken over on those terms, and the genie who loves such chaps as the buyer of this bucket shop saw to it that the market declined enough in the next fortnight to wipe out all of his customers.

### FINANCIAL NOTES.

In bank stocks twenty-five shares of National City sold at 290.

The Mercantile Trust Company has elected these directors: Gage E. Tarbell, second vice-president of the Equitable Life Assurance Society: Leslie D. Ward, vice-president of the Prudential Insurance Company, and Edwin Gould.

The directors of the American Locomotive Company yesterday reviected the officers. It was announced that the earnings for six months, with December partly estimated, were \$15.265.362, an increase of \$3.034.387 over the same period of 1901. It was stated that the company now had on its books orders for over 2,800 locomotives. over 2.800 locomotives.

Magoun Bros. & Co. of 44 Wall street announce that the business of the firm will be continued by the present partners. Francis P. Magoun and Edward V. Van Duzer, without interruption Mr. George B. Magoun's seat in t'e Stock Exchange will be transferred to Mr. Francis P. Magoun.

It is reported that H. B. Spencer will be selected third vice-president of the Southern Railway to fill the vacancy caused by the resignation of Frank S. Cannon. Mr. Spencer is at present general manager of the Southern's Louisville-St. Louis line.

Louisville and Nashville Stockholders Meet. LOUISVILLE, Ky., Dec. 17.—At a meeting of the stockholders of the Louisville and Nashville Railroad, held here to-day, would also be presented personally to Secretary Shaw, to the chairman of the Senate and to the chairman of the Banking and Currency Committee of the House.

Seven representatives of the Atlantic Coast Line and six of the old directors were elected. August Belmont was retained as chairman. The directors will meet in New York next Friday to elect officers.

## MONEY MARKET EASY AGAIN.

BUT THE STREET IS WONDERING WHAT A HIGH RATE WOULD BE.

Such, for Instance, as Would Bring in the Money Pool as a Lender-One Authority Says 20 Per Cent.-South Not

Likely to Return Currency for a While. yesterday in the market for call money. The high rate for the day on the Stock Exchange was 6 per cent. The bulk of the loans were made at 5% per cent. At the last the rate got down to 4 per cent. and closed at 3 per cent.

There was a further tendency among borrowers who have recently been endeavoring to obtain time accommodations to switch into the call market instead, under the belief that the formation of the socalled \$50,000,000 money pool means that they will not be subjected to the payment of extraordinary rates.

There is a good deal of interest in Wall Street as to just what rate would be considered sufficiently "strenuous" by the money pool managers to bring them into the call-money market as lenders. In one quarter it was stated positi vely that should call money between now and Jan. 1 run up to 20 per cent. that would be considered an emergency serious enough to bring the pool's money on the market.

In banking circles yesterday an increased inquiry was reported from mercantile borrowers. The bank officers ascribed this to a general desire on the part of merchants everywhere to prepare for any contingency which might make it difficult for business interests to secure needed ac-commodation. The circumstance was looked upon as confirming reports that the banks in the interior had become disturbed over the news of the formation of the money pool, and had interpreted its formation as a measure of relief rather than a merely pro-

measure of relief rather than a merely protective measure.

W. S. Witham of Atlanta, Ga., who is president of more banks than any other bank president in the world was in the financial district yesterday. He is president of between thirty-five and forty banks in the South. When asked when he believed the return movement of funds from the South to this city would begin he replied:

"Business conditions in the South were never more active than at the present time.

business conditions in the South were never more active than at the present time. Manufacturers are booked months ahead and in my opinion we will not begin shipping currency to New York in any great volume for some time to come. The sterling exchange market tended to easiness, with the closing rates for demand bills about \$4.8675. A good supply of bankers' bills was in the market, said to reflect the placing abroad of certain American securities recently.

WHO SCRATCHED "FRIDAY"? Cotton Exchange Holiday Petition Altered

After Signature. The Cotton Exchange is stirred up over he petition that Friday and Saturday following Christmas Day be made holidays Some one among the signers of the petition scratched Friday from it yesterday, without the knowledge, or consent, it is said.

The margin was so small that we got up this petition. We wanted two days and we asked for two days in the petition. In spite of this a certain officer of the Exchange who is known to us, without any right scratched Friday from the paper, and now we can only get one day, anyway. The members of the Exchange voted yesterday to increase the fee for transferring membership from \$25 to \$160.

# MARINE INTELLIGENCE.

MINIATURE ALMANAG-THIS DAY. Sun rises.....7:19 | Sun sets...4:34 | Moon rises. 9.00 #10# WATER-THIS DAT. Sandy Hook, 9:58 | Gov. I'd. 10:31 | Hell Gate. 12:24

AFFIVE - WEDNESDAY, Dec. 17.
Ss Blucher, Hamburg, Dec. 6.
Sa Roma, Naples, Dec. 3.
Ss Doda Maria, Oporto, Nov. 16.
Sa Perugia, Genoa, Nov. 16.
Sa Pawnee, Venice, Oct. 25.
Ss Richmond Castle, Yokohoma, Sept. 8.
Se Bellaggio, Santos, Nov. 14.
Ss Alleghany, Kingston, Nov. 29.
Sa Torgorm, Demerara, Dec. 4.
Ss Concho, Galveston, Dec. 10.
Ss El Siglo, New Orleans, Dec. 11.
Sa Waccamaw, Georgetown, S. C., Dec. 12.
Ss Manna Hata, Baltimore, Dec. 16.
Se Guyandotte, Norfolk, Dec. 16.
Sa Guyandotte, Norfolk, Dec. 16. Sa Hamilton, Norfolk, Dec. 16.
Ss Britannia, Baltimore, Dec. 10.

ARRIVED OUT Se Philadelphia, from New York, at Southampt Sa Celtic, from Liverpool, for New York.

OUTGOIN	O STEAMSHIPS.	
	Malls	Vessel
	Close.	Saus.
Sat	To-day.	
La Toursine, Havre	7 00 A M	10 00 A M
Peninsular, Azores	8 00 A M	10 00 A M
Havana, Havana	8 00 A M	11 00 A M
Yucatan, Nassau	12 00 M	8 00 P M
El Alba, Galveston		1 00 P M
Apache, Charleston		8 00 P M
Hamilton, Norfolk		8 00 P M
Satt 1	To-morrow.	
Paloma, Hayti		3 00 P M
Matangas, Tampico	12 00 M	9 00 D L
Matansas, Tampico Rio Grande, Mobile		100 P V
Caribbee, St. Thomas.	12 80 P M	3 00 P M 3 00 P M 3 00 P M
Colorado, Brunswick		8 00 P M
Princess Anne, Norfol	k.,	3 00 P M
Sall Sall	urday, Dec. 20.	
Lucania Livernool	MAM	9 30 A M
Noordam, Rotterdam	7.80 A M	10 00 A M
Noordam, Rotterdam Vaderland, Antwerp	7 30 A M	10 00 A M
Ethiopia, Glasgow	9 30 A M	12 00 M
Minnetonka, London		9 00 A M
Patricia, Hamburg		9 30 A M
Bohemian, Liverpool		********
Roma, Naples	*** *******	*******
St. George, Antwerp	*** 10111111	. Districted to
Maracalbo, Curaçoa	9 00 A M	12 00 M
Coamo, Porto Rico	9 00 A M	12 00 M
Mexico, Havana	9 00 A M	12 00 M
Alleghany Jamaica	9 80 A M	100 P.M
Caribbee, St. Thomas	9 80 A M	12 00 M
Prins Frederik Hendr	k.	12 00 M
Hayti		100 P M
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renada, Grenada 10 00 A M	13 00 M	
roteus, New Orleans	8 00 P M	ı
Siglo, Galveston	3 00 P M	1 4
omanche, Charleston	3 00 P M	1 3
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INCOMING STRAMSHIPS.		1.5
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oston City Swanses	Dec. 16	1
diana	Dec. 4	15
diana Gibraitar Hamburg	Dec. 4	
I Rio Galveston	Dec 19	13
Monte	Dec. 13	1
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ritish Prince Antwern	Dec a	
MarGalveston	Dec. 14	E.
Due Saturday, Dec. 20.		
sr. Wilhelm der Grosse. Cherbourg	Dec 14	L.
A Savole Havre	Dec. 19	1
. Paul Southampton	Dec. 18	E.
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Due Monday, Dec. 22.
Liverpool.
Liverpool.
Hamburg
Galveston
New Orlean

Philadelphian....

U. S. STEEL'S NEW ANNEX. How the Union Steel Co. Will Probably Be Taken Over.

Interest was taken in Wall Street yester. day in the probable way by which the trans fer of the control of the Union Steel Company to the United States Steel Corporation will be effected. It was understood that the method will be for the Union Steel Company, the capital of which is merely nominal at present, to increase its capita stock to \$40,000,000, at the same time issuing \$40,000,000 of 5 per cent. bonds. The interest on these bonds will be guaranteed by the United States Steel Corporation, and in consideration for this guarantee the entire capital stock of the Union Steel Company will be turned over to the Steel Corporation, to be held in the latter's

treasury.

Important financial men expressed the opinion that the acquirement of the Union company by the Steel Corporation was a transaction of the highest importance to the future welfare of the latter corporation. The Union company had promised to become the most important competitor of the Steel Corporation, and the terms by which it is acquired were regarded by these men as exceedingly favorable.

PROPOSALS. PROPOSALS FOR POWER PLANT.—FRANK.
FORD ARSENAL, PHILADELPHIA, PA., November 20, 1902.—Sealed proposals, in triplicate, will be received until 11 o'clock A. M. Saturday, December 20, 1902, for furnishing engines, generators, bollers, etc., for a Complete electrical power plant for this arsenal. Information on application to Maj. FRANK REATH, Commanding DEPOT QUARTERMASTER'S OFFICE, Wash DEPOT QUARTERMASTER'S OFFICE, Washington, D. C., November 22, 1902. Sealed proposals, in triplicate, subject to usual conditions, will be received at this office until 2 o'clock P. M., Monday, December 22, 1902, for repairs to U. S. Transport "Kanawha." Information furnished on application. Envelopes containing proposals should be marked "Proposals for Repairs to Transport Kanawha, "and addressed to MAJOR T. E. TRUE, Depot Quartermaster.

U. S. ENGINEER OFFICE, NEWPORT, R. I., Dec. 11, 1902.—Scaled proposals for dredging and for constructing jettles at Nantucket Harbor, Mass, will be received here until 11 A. M. Jany, 15, 1903, and then publicly opened. Information fur-nished on application. GEO. W. GOETHALS, Maj., Engrs.

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YOUR FORTUNE TOLD from cradic to grave. What I tell comes true. Send dime, birth date and lock of bair. Professor I. POWNALL, 260 Elmwood av., Providence, R. I. INVENTORY of employees as necessary as of stock; investigations. FULLER'S Detective Bureau, 866 Broadway, near 17th.

WINTER RESORTS.

TO INSURE PROPER CLASSIFICA-TION IN THE SUNDAY SUN, ADVER-TISEMENTS MUST BE HANDED IN NOT LATER THAN 6 P. M. SATURDAY.

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HOTEL STRAND. Winter Resort. ATLANTIC CITY. Winter Resort.
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8 Park Place, 12 to 8 P. M.
Hotel Imperial, 3:30 to 8 P. M.
Telephone 6000 Cortlandt.
CHAS: R. MYERS, Propr.

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E. P. 31.50 up.
Cincinnati Oht. A. E. P. 35 up.
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Colograda Springs Colo. The leading The Actions Colorado Springs Colo. The leading The Antiers
Los Angeles Cal. A magnifecti The Angelus
new hotel. Los Angeles Cal. A magnificent The Angelus new hotel.

Los Angeles Cal. Perfectly ap Hotel Westminster pointed. A & F. P.

Mobile Ala. The leading New Battle House hotel. A.P. & E.P. New St. Charles Persented to the Sunshine. Hotel Green Pasadena Cal. "In the Sunshine. Hotel Green PasoRoples Cal. A mag. Htt El-Paso-de-Robles ninerth hotel.

Poland Spring Me. Open all Mansion House the year.

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Utica N. Y. Leading Hotel.
Washington D. C. Absolutely
Orthogram Plans
Washington D. C. Absolutely
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26, 28, 30, 32 Ave. d'Iena.

EXCURSIONS.

#### Raymond & Whitcomb's TOURS AND TICKETS EVERYWHERE ORIENTAL LANDS

A small party will leave New York, January Sist, for a tour of Southern Italy, Egypt, Palestine and Syria, the Levant, Turkey and Greece, with a voyage up the Nile to the First Cataract; and including, if desired, southern and central Europe This is not a hurried trip touching only some of the chief points of interest, but a comprehensive tour with opportunities for observation and study. our with opportunities for closes, Porto Rico, Indy,
Other tours to California, Mexico, Porto Rico,
Iorida, Cuba, Washington, Hawaii, Japan, Around
he World, etc.
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5 Union Sq., 395 Washington St., 1005 Chestnut St.,
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OCEAN STFAMERS.

# Hamburg-American. FOR PLYMOUTH—CHERBOURG—HAMBURG. TWIN-SCREW EXPRESS SERVICE.

S. S. DEUTSCHLAND From N. Y. Jan. 22, Feb. 19 and Mar. 19 FWIN-SCREW PASSENGER SERVICE da, Dec. 20.9:30 AM | Belgravia .. Jan. 3, 8 / cher. .. Dec. 27, 4 PM | Waldersee, Jan. 10, 2 1 MEDITERRANEAN SERVICE.

NEW YORK—NAPLES—GENOA.
Palatia...Jan. 12, 2 P.M. | Palatia...Mar. 2, 2 P.M. |
Phornicia. Jan. 29, 2 P.M. | Phornicia, Mar. 19, 2 P.M. S. S. Prinzessia Victoria Luise From N. Y. March 12, 1203.
FOR MADEIRA, GIBRALTAR, GENOA.
HAMBURG-AMERICAN LINE.
Offices, 35 & 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO.

PAST EXPRESS SERVICE.
PLYMOUTH, CHERBOURG, BREMEN.
Kaiser Jan. 5, 10 A. M. | Kronprinz, Mar. 10, 2 P.M. |
Kronprinz, Feb. 10, 2 P.M. | Kaiser Mar. 24, 10 A. M. |
Kaiser Feb. 24, 10 A. M. | Kronprinz, Apl. 7, Noon OELRICHS & CO., 5 BHOADWAY, N. Y. COOK'S XMAS TRIPS
Under Personal Escort.
OLD POINT COMFORT AND WASHINGTON
By Old Dominion Line, returning by rail.
Dec. 26-5 days. \$27.50 Dec. 27-4 days. \$24.00 Dec. 26-5 days. \$27.50 Dec. 27-4 days. \$24.00

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Quebec S. S. Co., leaves Dec. 27,
Fares Include ALL Traveling Expenses.
Other Tours to Bermuda, Florida, Havana, etc.,
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OCCIDENTAL AND ORIENTAL S. S. CO.
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Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at 1 P. M.
Peking Dec. 27 | America Maru. Jan 10
Copile Jan 3 | Korea. Jan, 20
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apply at 340 Broadway or 1 Battery Place, Washington B'ld'e, and 287 Broadway N. Y. City. ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON.

MINNETONKA. Dec. 20, 9

MINNEAPOLIS. Dec. 27, 4

MINNEHAHA. Jan. 3, 8

MESARA. Jan. 3, 8

NEW YORK TO LONDON. FOR RATES, ETC., APPLY TO 1 BROADWAY.

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Escape the rigors of Winter for a few days' trip to OLD POINT COMFORT VIRGINIA BEACH NORFOLK and

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Or Old Point Comfort, Norfolk, Portamouth, dinner's Point and Newport News, Va., consecting or Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 28, N. R. foot Beach st., every week day, at 3 P. M. H. B. WALKER, Traffic Manager. DAILY SERVICE.

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON. Louis. Dec. 24, 10 A.M., St. Paul. Jen 7, 10 A.M.

RED STAR LINE.

NEW YORK—ANTWERP—PARIS.
Vaderland. Dec 20,10A M. | Zeeland...Jan. 10, 10 A M
Kroonland. Jan. 3,10A M | Finland...Jan. 17, 10 A M
Plers 14 and 15, N. R. Office, 73 Broadway, N. Y OCEANIC STEAMSHIP CO. Salls from San Francisco to SAMOA, NEW ZEA-LAND and AUSTRALIA Jan. 8, 20 and every 21 days: to HONOLULU every 10 days; TAHITI once a month. Round the word, 682,70. E. F. BURNETT, G. E. Agt., 427 Broadway, N. Y.

WHITE STAR LINE.

CUNARD LINE TO LIVERPOOT From Pier 51. North River.
Lucania, Dec. 29, 9:30 A. M. Saxonia. Jan. 9, 8 A.M.
Etruria. Dec. 27, 1 P.M. | Umbria. Jan. 10, 1 P.M.
VERNON H. BROWN & CO., Gen. Agts., 28 B'way.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND FAIL RIVER LINE, via Newport and Fail River.
Leave Pier 19, N. R., foot Warren St., week days
only, at 5:00 P. M. Steamers PRISCILLA and
PI RITAN. Orchestra on each.
STONINGTON LINE, via Stoplington. Lve. Pier 40,
N. R., ft. Clarkson St., week days only, at 6:00 P. M.
Steamers MAINE and NEW HAMPSHIRE.
NOR WICH LINE, via New London. Lve. Pier 40,
N. R., ft. Clarkson St., week days only, at 8:30 P. M.
SUS. CITY OF LOWELL and RHODE ISLAND.
NEW HAVEN LINE, for New Haven, Harritord,
Springfield and the North. Leave Pier 28, E. R., foot
Peck Silp, week days only, at 4:30 P. M. Steamer
CHESTER W. CHAPIN.

JOY \$1.25 to Providence. LINE First Class Service. Fast and elegant Steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catharine St.

CENTRAL HUDSON BOATS For NEWBURGH AND POUGHKEEPSIE from Pranklin St. week days at 4 P. M. For NEWBURGH, CRANSTON'S, WEST POINT, COLD SPRING and CORNWALL week days at 5 P. M. Sundays from Franklin St. at 5:30 A. M. W. 129th St. at 10:00 A. M.

Pennsylvania RAHEROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

EF The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

7.85 A. M. FAST MAIL.—Limited to two Parlor Cars and Dining Car. New York to Pittsburg. Sieeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8.55 A. M. FAST LINE.—Pittsburg and Cleveland.

9.55 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping. Dining. Smoking, and Observation Cars. For Chicago. Cleveland, Toledo, Detroit, Cincinnati, Indianapolis, Louisville, St. Louis. and Observation Cars. For Chicago. Gleveland, Teledo, Deiroit, Cincinnati, Indianapolis, Louisville, St. Louis.

1.55 P. M. THE PENNSYLVANIA SPECIAL.—20-hour train to Chicago. Pullman Observation, Drawing-Room Sleeping. Dining and Buffet Smoking Car.

1.55 P. M.—CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

1.55 P. M. ST. LOUIS EXPRESS.—For Pittsburg. Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Welch, W. Va. (via Shenandosh Valley Route).

1.55 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.

1.55 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville, daily, via Shenandosh Valley Route. Connects for Cleveland except Saturday.

Saturday.

8.25 P. M. CLEVELAND AND CINCINNATI EX-PRESS.—For Pittaburg, Cleveland, and Cincia-

5.15 p. m. FOR PHILADELPHIA.

6.10 (Desbrosses and Cortlandt Streets, 6.20), 7.25, 7.55, 8.25, 8.25, 9.25 (9.35 Penna, Limited), 10.10 (Desbrosses and Cortlandt Streets, 10.20) (Dining Car., 10.55 (Dining Car., 10.56 (Dining Car., 1.55 (Dining Car., 1.55 (Dining Car., 3.55, 4.25 (Dining Car., 4.55 (Dining Car., 3.55 (Dining Car., 3.55, 4.25 (Dining Car., 3.55 (Dining

General Manager. Gen'l Passenger Agent.

LEHICH VALLEY

Buffalo Local.

Buffalo Local.

Buffalo Local.

Buffalo and Chicago Express.

Buffalo and Chicago Express.

Buffalo and Chicago Express.

Buffalo and Chicago Express.

To So Am "e. 10 Am

# MAIL MOAIM **NEW YORK** & HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE

VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d street, New York, as below: North and Westbound frains, except those leav-ing Grand Central Station at 8:30, 11:30 A. M., 2:46, 2:30 a:15, 11:30 P. M., will stop at 12bth st, to re-ceive passengers, ten minutes after leaving Grand 200 8:15, 11:30 P. M., will stop at 125th st. to feeeive passengers, ten influides after leaving Grand
Central Station.

All Sowthbound trains, except the "20th Century"
and the "Empire State Express" and Nos M and
6, will stop at 125th st. ten influides before their
arriving time at Grand Central Station.

12.10 A. M.—TMIDINIOHT EXPRESS,—Due
Buffalo 1.15, Cleveland 436, Indianapolis 11:45 P. M., Chicago 2.10, St. Louis
7.54 A. M.—TSYRACUSE LOCAL.—Stops at
all important stations.

A. M.—TEMPIRE STATE EXPRESS.—
Most famous train in the world. Due
Buffalo 4:46. Niagara Falls 5:67 P. M.
A. M.—TAST MAIL.—26hours to Chicago.
Due Buffalo 7:10, Niagara Falls 8:07.

10.30 A. M.—TOAY EXPRESS.—Due Rutland 7:55 P. M.

1.00 P. M.—SOUTHWESTERN LIMFTED.—
Due Cincinnau 10:30, Indianapolis 11:30
A. M.—SUPALO LIMITED.—Due Buffalo 11:00 P. M., Niagara Falls 11:35 P. M.

1.00 P. M.—SOUTHWESTERN LIMFTED.—
Due Cincinnau 10:30, Indianapolis 11:30
A. M. M. St. Louis 6:46 P. M. Dext day.
P. M.—THE FALO LIMITED.—24 hours
to Cilcago via Lake Shore, 26:3 via M. C.
20-hour train to Chicago via Lake Shore.
Local stops.

2.00 P. M.—TALBANY AND TROY EXPRESS.

4.00 P. M.—TALBANY AND TROY EXPRESS.

4.00 P. M.—TALBANY AND TROY EXPRESS.

4.01 P. M.—TALBANY AND TROY EXPRESS.

4.02 P. M.—TALBANY AND TROY EXPRESS.

4.03 P. M.—TALBANY AND TROY EXPRESS.

4.04 P. M.—TALBANY AND TROY EXPRESS.

4.05 P. M.—TALBANY AND TROY EXPRESS.

4.06 CHICAGO SPECIAL.

5.20 Pour train to Chicago. All Pullman CarsDue Cleveland 7:25 A. M., Cincinnau 1:20,
Indianapolis 8:10, Chicago 4:30, St. Louis hour train to Chicago. All Pullman Cars. Due Cleveland 7:25 A. M., Cincinnati 1:20, Indianapolis 8:10, Chicago 4:30, St. Louis 9:45 P. M. neat day, P. M.—WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—MONTREAL EXPRESS, Va D. & H. or Rutland.
P.M.—ADIRONDACK AND MONTREAL 6.35 A H. or Rutland.

P.M.—\*ADIRONDACK AND MONTRBAL

EXPRESS.

P. M.—\*BUFFALO AND TORONTO

SPECIAL.—Due Buffalo 7:25 A. M., NIagara Falla, 8:48. Toronto 10:56 A. M.

P. M.—\*SPECIAL MAIL LIMITED.—

Sleeping car only for Rochester.

P. M.—\*SOUTHWESTERN SPECIAL.—

Due Cincinnati 7:56, Indianapolis 18:10

P. M.—\*SOUTHWESTERN SPECIAL.—

Due Cincinnati 7:56, Indianapolis 18:10

P. M.—\*PACIFIC EXPRESS.—Chicago

34 hours by M. C., 38 hours by Lake Shore,

P. M.—\*NORTHERN NEW YORK EX
PRESS. Cape Vincent, Ogdensburg &c.

15 tacept Sunday. Faxeept Monday.

HARLEM DIVISION. 8.00 9.20 11.30

**NEW YORK CENTRAL ROUTE** NEW YORK, BOSTON AND NEW ENGLAND

BOSTON AND ALBANY RAILROAD, BW York Central & Hudson River R. R. Lessee), sins leave Grand Central Station, Fourth ave-s and 42d street, New York, as follows: 9:00 A. M., 112:00 noon, \*4:00 P. M., \*11:00 P. M., ive at Boston 8:30 P. M., 5:40 P. M., 10:00 P. M., 6:15 A. M.
Leave Boston 19:00 A. M., \*12:00 noon, \*4:00 P. M.,
\*11:00 P. M., arrive New York 3:30 P. M., 5:40 P. M.,
10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 415
and 12:16 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
General Superintendent. General Passenger Agent.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R.; Lense.)
Trains leave Franklin St. Station, New York, as follows, and is min. later foot West 2d st., N. R.:—
"7:10 A. M.—For interm, points to Albany.
11:20 A. M.—(1) Saratega & Mohawk Exp.
"1:00 P. M.—Cholesgo Express.
"2:25 P. M.—Cent. Lim. for Detroit, Chi. & St. Louis.
18:46 P. M.—(2) For Hudson River Points & Albany.
"5:00 P. M.—For Roch., Buffalo, Cleve'd & Onicago.
17:46 P. M.—For Roch., Buffalo, Detroit & St. Louis.
"5:18 P. M.—For Roch., Niag.Falls, Det. & Chi.
"Daily. 'Poally, except Sunday. Leaves Brocklyn Annex: (1) at 190:48 A. M.; (2) at 12:45 P. M.
Leaves Jersey City, Penn.R.R. Sts.; (1) at "11:28 A.M.
(2) at 12:58 P. M. Time tables at principal hotels
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A. H. SMITH.

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N. Y. N. H. & H. R. R. and connections.

From Grand Central Station.

Leave From Grand Central Station.

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Dec. Station Company Company Company Company Central Station.

10:00 A. M., Springfield and Worcester, 2:30 P. M.

10:00 A. M., Springfield and Providence, 2:30 P. M.

10:00 R. M., Springfield and Worcester, 5:30 P. M.

10:00 P. M., Springfield and Worcester, 5:30 P. M.

10:00 P. M., New London and Providence, 2:30 P. M.

10:00 P. M., New London and Providence, 2:30 P. M.

2:00 P. M., New London and Providence, 2:30 P. M.

3:00 P. M., New London and Providence, 2:30 P. M.

3:00 P. M., New London and Providence, 2:30 P. M.

3:00 P. M., New London and Providence, 2:37 A. M.

3:10:00 P. M., New London and Providence, 2:37 A. M.

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1:51:00 P. M. Imited, all parior cars; fare, New York and Boston, 37, including parior car seat.

Through parior and sleeping cars by each train.

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C. T. HEMPSTEAD, Gen. Pass. Agent.

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WILKESHARRE AND SCRANTON-24:00, 9:10
A. M., 5:00 P. M., Sundays, 74:25 A. M., 1 P. M.
LAKEWOOD AND LAKEHURST, TORS
RIVER AND BARNEGAT-24:00, 9:40 A. M., 1 S. (3:40, 4:10, Lakewood and Lakehurst only), 8:00 (\$5:30 Lakewood only) P. M. Sundays, 10:00
A. M. ATLANTIC CITY-19:40 A. M., 18:40 P. M. VINELAND AND BRIDGETON-124:00 A. M., VINELAND AND BRIDGETON—124300 A. M., 1130 P. M.
LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24400, 839, 1130 A. M., 445, 630, 630, 630 P. M. Sundays, except Ocean Grove, 9:00 A. M., 400 P. M.
PRILA DELPHIA (READING TERMINAL)—24425, 77300, 1800, "9:00, 10:00, 11:00 A. M., 112:00, 11:00, 9:00, 10:00, 11:00 A. M., 112:00, 40:00 F. M., 112:13 Mdt.
24TH AND CHESTNUT STREETS—44:25, 18:30, "10:30, "11:30 A. M., "1:30, 1\*3:40, "5:00, "7:00, 19:25 P. M., 112:15 Mdt. 10.30, \*11.30 A. M., \*1.30, \*2.40, \*5.00, \*7.00, 19.25 P. M., \*12.15 Mdl. READING HARRISBURG, POTTSVILLE AND WILLLAMSPORT—14:00, \$425, 18:00, 19:010 (10:00, 11:00 A. M., Reading only), \$\$1:00, 1:20, 72:00 P. M., Reading, Pottsville and Harrisburg only, \$4500, 15:00 P. M.

ROYAL BLUE LINE.

FOR BALTIMORE AND WASHINGTON—
18:30. \*10:30. \*11:30 A. M., \*1:00, 1\*3:40, \*5:00, \*7:00
P. M., \*12:15 Mdt.
z From Liberty Street only. \*Daily, \*Daily, except Sunday. \$Sunday only. \*Parlor cars only. 
1VIa Tamaqua. \$Sunday only. \*Parlor cars only. 
1VIa Tamaqua. \$Sunday only. \*Parlor cars only. 
1VIa Tamaqua. \$Saturdays.
Offices: Liberty St. Ferry, South Ferry. \$Astor House, 113, 261, 434, 1300, 1364 Broadway, 125 th Ave., 25 Union Square West, 155 East, 125th St., 273 West, 125th St., 245 Columbus Ave., New York; 
278 West 125th St., 245 Columbus Ave., New York; 
4 Court St., 344, 860 Fulton St., Brooklyn, 98 Broadway, Williamsburg. New York Transfer Co. calls for and checks baggage to destination.
W. G. BESLER. C. M. BURT, 
General Manager. General Paas'r Agent. C. M. BURT. General Pass'r Agent.

ROYAL BLUE LINE Holiday Tour to WASHINGTON Monday, December 29 \$12 Covers at rail and hotel expenses for three days with services of personal escort from New York City.

Tickets and full information at

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18:00 A. M.—For Binghamton and Syracuse.

10:00 A. M.—For Buffalo, Chleago and St. Louis.

11:40 P. M.—For Buffalo and Chicago.

10:00 P. M.—For Surfalo and Plymouth.

8:10 P. M.—For Buffalo and Calcago.

8:43 P. M.—For Utica, Oswego, Ithaca, Buffalo.

2:200 A. M.—For Chicago—Sierpers open 9 P. M.

Tickets at 113, 420, 11:33 Broadway, N. Y.: 33

Pullon st., Brooklyn, \*Dally, IExcept Sunday.